

San Bernardino Associated Governments	<b>Ordinance No.</b>	<b>89-1</b> Expenditure Plan
Adopted by the San Bernardino County Transportation Authority August 2, 1989	Revised	New 8/2/89
<b>Expenditure Plan for Transportation Sales Tax to be Administered by the San Bernardino County Transportation Authority ( Adopted as part of Ordinance No. 89-1 by Said Authority )</b>	Revision No.	0

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**Revenue Estimates and Distribution.** The full estimate of revenues and allocation between categories is reflected in [Schedule A](#) of this Plan. Such revenue estimates are not binding or controlling.

**San Bernardino Valley Projects.** The specific categories and freeway projects to be constructed under this category are recited in [Schedules A and B](#) of this Plan. Following adoption of the ordinance by the voters, the plan may only be amended, if required, by the following process:

- Initiation of amendment by the Authority, reciting findings of necessity.
- Approval by the board of supervisors.
- Approval by a majority of the cities constituting a majority of the incorporated population

Cost estimates for such projects are not binding or controlling.

**Local Distribution Formula.** The annual distribution of this category, city and county streets and roads in the San Bernardino Valley, shall be on a per capita basis using the most recent State Department of Finance population estimates, with the County's portion based upon unincorporated population. [Exhibit A](#) reflects the initial estimate of revenues.

**City and County Projects.** The city and county portions shall be expended pursuant to a 20 year overall plan and a five-year project list to be adopted by a resolution by each City Council and the Board of Supervisors, respectively, extended annually for one year, available for public review, to be first adopted at least 30 days prior to the election.

**Major Street Projects.** The arterial portion of the San Bernardino Valley program shall be expended pursuant to a 20 year overall plan and a five-year project list to be adopted by the Authority, extended annually for one year, available for public review, to be first adopted at least 30 days prior to the election.

**Commuter Rail Program.** Funds in this category shall be expended as set forth in [Schedule C](#).

**Elderly and Handicapped Transit Program.** Funds in this category shall be expended annually for a program of reduced fares and enhanced service for elderly and handicapped transit users, to be developed by the Authority in cooperation with transit service agencies.

**Traffic Management Plan.** For the San Bernardino Valley, the provisions of a Traffic Management Plan as set forth in [Schedule D](#) shall apply.

**Mountain-Desert Area Expenditure Plan.** Revenues generated in the Mountain-Desert Area shall be retained and expended in that area pursuant to a separate Expenditure Plan set forth as [Schedule E](#), which shall be the sole determinant of the program in that area.

#### SCHEDULE A - Transportation Improvement Program

Line	Amount	Program
1	1.658 Billion	Total Funds Available
2	(.041) Billion	(Less 1% administration and 1.5 % Board of Equalization collection)
3	1.617 Billion	Total Available For Plan
4	(.328) Billion	Mountain-Desert Share (Plus 70 Million. State Transportation Improvement Program)
5	<b>1.289 Billion</b>	<b>Total For San Bernardino Valley</b>

#### SCHEDULE B - San Bernardino Valley Program

Line	% age	Amount	Program
6	53%	690 Million	State Fwy/Hwy/IC/Corridor/Contingencies
7		780	Construction
8		190	Engineering
9		50	Interchanges/Corridors/park & ride
10		<u>50</u>	Contingencies
12		1,070	Subtotal
13		(280)	STIP forecast (federal/state funds)
14		<u>(100)</u>	Developer Financing
15		690	Sales Tax Needs
16	19%	250 Million	Local Projects
17	12%	150 Million	Major Streets

18	8%	100 Million	Commuter Rail
19	6%	75 Million	Elderly & Handicapped Transit, Including Senior Fares
20	2%	25 Million	Traffic Management Implementation and Environmental Enhancement Program

### SCHEDULE B - SAN BERNARDINO VALLEY PROJECTS

Route	Segment and Project Description	Amount (1989 \$'s)
I-10	State Route 30 to Yucaipa Blvd. Widen One Lane Each Direction (possible HOV)	\$10 Million
I-10	Los Angeles County Line to I-15 Widen One Lane Each Direction (HOV)	\$80 Million
I-215	I-10 to State Route 30 Widen One Lane Each Direction; reconstruct interchanges (Possible HOV)	\$100 Million
I-215	Riverside County line to I-10 Widen One Lane Each Direction (HOV)	\$75 Million
SR30	L.A. County Line to I-215 Construct Six Lane Freeway (include HOV)	\$400 Million (plus \$150 mil L.A.)
SR 60	L.A. County Line to Riverside County Line Widen One Lane Each Direction (possible HOV)	\$25 Million
SR 71	Riverside County Line to L.A. County line: Construct Six Lane Freeway (include possible HOV)	<u>\$90 Million</u>
<b>Total</b>		<b>\$780 Million</b>

(Plus advance construction of projects in STIP and subject to delay: SR 30 East, SR 60/71 interchange, etc. )

### EXHIBIT A - San Bernardino County Valley Area Local and Arterial Program 20 Year Estimate

Agency	1st Yr. Local \$'s	20 Yr. Local \$'s	* 20 Yr. Local \$'s Art. \$'s	* 20 Yr. Total
Chino	\$443,218	\$14,715,087	\$8,829,052	\$23,544,139
Colton	\$294,178	\$9,766,880	\$5,860,128	\$15,627,008
Fontana	\$608,645	\$20,207,338	\$12,124,403	\$32,331,740
Grand Terrace	\$84,664	\$2,810,892	\$1,686,535	\$4,497,428
Highland	\$209,514	\$6,955,987	\$4,173,592	\$11,129,580
Loma Linda	\$108,854	\$3,614,005	\$2,168,403	\$5,782,407
Montclair	\$201,321	\$6,683,966	\$4,010,379	\$10,694,345
Ontario	\$969,930	\$32,202,206	\$19,321,324	\$51,523,530

Rancho Cucamonga	\$816,989	\$27,124,465	\$16,274,679	\$43,399,144
Redlands	\$466,628	\$15,492,292	\$9,295,375	\$24,787,668
Rialto	\$501,742	\$16,658,100	\$9,994,860	\$26,652,960
San Bernardino	\$1,199,343	\$39,818,818	\$23,891,291	\$64,710,109
Upland	\$498,621	\$16,554,473	\$9,932,684	\$26,487,156
(Yucaipa)	\$452,582	\$15,025,969	\$9,015,581	\$24,041,550
Sbdo. Co.	\$673,770	\$22,369,523	\$13,421,714	\$35,791,236
	<b>\$7,530,000</b>	<b>\$250,000,000</b>	<b>\$150,000,000</b>	<b>\$400,000,000</b>

\* Programming is not based on population, but presumably would be proportionate over the 20 year life of the measure.

#### SCHEDULES A AND B - Assumptions/Explanation

Line	
1	20 yrs at 5% true growth (inflation not included); first year starts at \$50 million
2	required by law and Board Of Equalization (current)
4	Mountain-desert return-to-source, equivalent percent of. STIP available for program projects
5	total available for valley
6	see lines 7 - 15
7	see separate listing of projects (1989 costs)
8	engineering and project development at 25%
9	Program for interchange revisions and corridor preservation
10	contingency for added projects or cost increases
13	STIP funds available for program projects (balance online 4)
14	conservative estimate of new development financing
16	distribution by population to cities and county (for unincorporated) for local needs
17	arterial/major streets program administered by Authority
18	San Bernardino's share of Los Angeles Commuter rail and San Bernardino - Riverside - Orange County commuter rail, to be supplemented by any state or bond program; plus possible short line development within county
19	for program of discounted senior and handicapped fares and transit service enhancements for seniors and handicapped
20	implementation of traffic management program and environmental enhancement program including corridor greenbelts, high occupancy vehicle (HOV) inducements, bike and pedestrian trails, open space plan development, and air quality-related inducements including alternate fuel vehicle programs.

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## **SCHEDULE C - COMMUTER RAIL PROGRAM**

Commuter rail expenditures shall include:

Purchase or other preservation of rail rights of way for transportation purposes, with specific focus upon:

the San Bernardino - West Valley - Los Angeles corridor  
the San Bernardino - Riverside - Orange County corridor  
"short lines" and linkages within San Bernardino County

Development of a comprehensive rail transit plan, including consideration of a possible West Valley - Orange County corridor

Upon positive findings by an independent consultant or agency of cost efficiency and service effectiveness, adopted by a two-thirds vote of the Authority, excepting the Mountain-Desert members, expenditures may also include:

Track, station, signal and other improvements

Acquisition or lease of equipment

Securing track usage rights on non-owned tracks as necessary

Actual operation, preferably by private contract, of commuter rail operations

Expenditures related to the "Aerobus" or other non-automotive transportation system from the Valley to the mountains

Commuter rail funding from state and federal sources shall aggressively be sought. Local program funds which may be found to be in excess of need from time to time may be transferred to the transit category for use in commuter transportation.

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## **SCHEDULE D - TRAFFIC MANAGEMENT PLAN**

The cities or county must adopt a Transportation Management Plan which would include the following:

1. A twenty year projected plan and a five-year Transportation Improvement Plan for their jurisdiction which would identify proposed capital improvement projects by priority, adopt traffic level of service goals for the agency, and complete a traffic study/model for the community. Should state legislation require such a congestion management program, its provisions shall become a part of this plan. The local transportation plans are to be coordinated and consistent with Transportation Plans adopted by the Authority.

2. The local agency must adopt a development financing mechanism that would require all future development to pay for needed transportation facilities as a result of the development.

3. Local plans funded under this program should place emphasis and give priority to improving traffic level of service on existing streets and roads prior to funding new development needs.

4. Local plans should also integrate to regional plans and requirements and should consider growth policies, job-housing balance, and air quality goals.

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#### REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the San Bernardino County Transportation Authority	08/02/89